



City of Jonesboro

Municipal Center
300 S. Church Street
Jonesboro, AR 72401

Meeting Minutes Finance & Administration Council Committee

Tuesday, February 10, 2026

4:00 PM

Municipal Center, 300 S. Church

1. CALL TO ORDER

2. ROLL CALL (ELECTRONIC ATTENDANCE) CONFIRMED BY CITY CLERK APRIL LEGGETT

Present 6 - Joe Hafner; Charles Coleman; David McClain; John Street; Ann Williams and Brian Emison

Absent 1 - Anthony Coleman

3. APPROVAL OF MINUTES

[MIN-26:007](#)

Minutes for the Finance Committee meeting on Tuesday, January 13, 2026

Attachments: [Minutes](#)

A motion was made by John Street, seconded by Brian Emison, that this matter be Passed. The motion PASSED with the following vote.

Aye: 5 - Charles Coleman; David McClain; John Street; Ann Williams and Brian Emison

Absent: 1 - Anthony Coleman

4. NEW BUSINESS

RESOLUTIONS TO BE INTRODUCED

[RES-26:009](#)

A RESOLUTION TO ACCEPT THE BID AUTHORIZING THE PURCHASE OF THREE BUSES FOR THE TRANSIT DEPARTMENT (JET)

Attachments: [City of Jonesboro ARBOC SOF quote 011526.pdf](#)

Chairman Joe Hafner stated, this first item, the title is different. So, it should have read a resolution to accept the bid authorizing the purchase of three buses for the transit department (JET)

Councilmember Dr. Charles Coleman asked, do we need to amend the title? City Clerk April Leggett asked, can you tell me what the title needs to be? Chairman Hafner said, yeah, the title should read, a resolution to accept the bid authorizing the purchase of three buses for the transit department. Ms. Leggett said, so take out the waving. Councilmember Dr. Charles Coleman said, okay, I make a motion that we update with

what the title needs to be. Councilmember Ann Williams seconded the motion. All voted aye.

Councilmember David McClain said, yeah, I have a couple of questions. Are we replacing current vehicles or is this in addition to what we currently have? JET Director Lee Wells approached the podium and said, it's actually a little bit of both. So we do still have some of our older fleet vehicles that we have in service. I don't know the specifics right off the top of my head, but I believe it's two of them will be replacing two of the ones that we have. But then also there will be one that will be in addition to. What that's helping us do is to get to our surplus amount. So the FTA does require for the number of routes that you have, the number of vehicles that you have in service that you have 20% in a reserve. So that way if one of them were to be offline, you would be able to have that backup vehicle and not lose service during that time. Councilmember McClain asked, is this, are these, so these are the ADA vans? Mr. Wells replied, they're not vans. They are actually buses. This is a slight departure from the buses that you've seen previously. This ARBOC company that makes their low floor. They are actually a front load, similar to what you see in a traditional transit bus at one of the other cities. There's only one entrance way. That same entrance way is both for the walking public and for any of those that are ADA. Your securement locations are right there by the driver. What this is going to allow is it's going to allow the drivers to not have to get out of the vehicle into traffic, walk around the vehicle, operate the lift, and be able to load those customers whenever we have them. They can actually step from their seat directly into where the customers are, assist those customers as they are loading and then be able to secure them right there by where the driver's seat area is, and still have all the same amount of room that a standard cutaway bus that we utilize does. It's just a better format for what we've been using.

Councilmember McClain asked, and so you said how much would we get for a trade-in? Does it... because I know we're going to spend \$633,000, but do we have a number on that? Mr. Wells replied, the standard process with the FTA is it's not like a trade-in, like what some of the other departments do, where they'll trade in an old vehicle. Once a vehicle has met it's useful life, which is so many years and/or so many miles, which the ones that we're looking at replacing are all the way over their exceeded life. What that is, is that value for that vehicle is no longer enough for the FTA to account for it. So what our vehicles, what typically happens for those is they will go into an auction, whenever that auction comes around. With the FTA, if we do actually sell the vehicle or trade it in. And again, I don't know the numbers off the top of my head, but if we exceed a certain percentage of what the vehicle was originally purchased for, we have to pay back that FTA portion in full. So what we do is we use those vehicles basically till they are done and then they go to auction. The two vehicles in question that we're looking at, they're upwards of 300,000 miles that they have on them. Councilmember McClain said, thank you. Chief Operations Officer Tony Thomas asks off camera, what percentage is covered by the grant? Mr. Wells replied, so with this as an ADA item, I know it's either 80/20 or I might have to ask Chris to look on that if this one would qualify for the 85/15. Typically a capital purchase is 80/20, but there are some ADA grant capabilities that may allow us to get just a little bit more, but I think this one is at 80/20. I'd have to double check to confirm, but 80/20 is still great. Chairman Hafner said, thank you.

A motion was made by John Street, seconded by Brian Emison, that this matter be Recommended to Council. The motion PASSED with the following vote.

Aye: 5 - Charles Coleman; David McClain; John Street; Ann Williams and Brian Emison

Absent: 1 - Anthony Coleman

[RES-26:011](#)

A RESOLUTION TO WAIVE COMPETITIVE BIDDING AND AUTHORIZE PURCHASE OF STREET LIGHTS

Attachments: [COJStreetLight-60.pdf](#)

A motion was made by John Street, seconded by Brian Emison, that this matter be Recommended to Council. The motion PASSED with the following vote.

Aye: 5 - Charles Coleman;David McClain;John Street;Ann Williams and Brian Emison

Absent: 1 - Anthony Coleman

[RES-26:012](#)

A RESOLUTION BY THE CITY COUNCIL OF JONESBORO, ARKANSAS AUTHORIZING THE OFFER AND ACCEPTANCE TO PURCHASE ADDITIONAL RIGHT-OF-WAY ON S CARAWAY ROAD FOR THE PURPOSE OF THE CONSTRUCTING AND MAINTAINING ROADWAY IMPROVEMENTS

Attachments: [Offer and Acceptance - BC Express LLC.pdf](#)

Councilmember David McClain said, I was wanting to get some clarity on where this starts. I haven't gone out there and mapped this out thence north, 84 degrees, 49 feet, and 51 inches. So I was just... Engineering Director Craig Light approached the podium and said, it is the intersection of Latourette and South Caraway. The lots to the north, on the west side of the road. There's two of them. They are owned by BC Express. We are buying frontage along Caraway Road between Latourette and the bridge on the west side of the road. Councilmember McClain asked, okay, is that, I guess, in addition to what we have already planned through our bond? Our revenue bond? Mr. Light replied, this is part of that bond project. Yes, this is for the South Caraway Road Project for the construction. This is the very last piece of right-of-way for that project. Councilmember John Street said, that's what I was going to ask you. How many more we had to go? I knew you didn't have many. Mr. Light said, yeah, we were down to two, and they were both kind of expensive, and we were kind of waiting until we knew we had funding for the project before we ran them through. The project is funded. We know it is time to buy the right-of-way. So these are the last pieces for that.

Councilmember McClain asked, is there a reason we didn't use the bond funds to purchase this property? Mr. Light responded, I mean, we're using capital improvement. I mean it can come from bonds. We can modify that I think if that's what we need to do. I don't know how much was set aside in the bond for this particular project, \$5.5 million. Chairman Hafner asked, do we need to amend something here? Mr. Light said, we have not purchased any other property through the bond. It's always been through capital improvements. Chairman Hafner said, talking about capital improvements for the other properties? Mr. Light said, yes. Chief Administration Officer Brian Richardson said off camera, let's get with the Finance Department and make sure that is something appropriate processed from there, but I don't see an issue with it. Chairman Hafner stated, maybe you just don't want to have this on the Consent Agenda or, I mean...do we need to hold it? City Clerk April Leggett stated, I can make sure it's not on the Consent Agenda. Chairman Hafner said, yeah, I just would not put it on the Consent Agenda and we can decide if we need to amend it or not. Mr. Richardson approached the podium and said, yeah, I mean the bond does allow proceeds from the bond are legally allowed to purchase right-of-way in any part of the project there. So we can double check with Finance to make sure there's nothing wrong with putting this on

the capital improvement bond schedule. But, either which way, I mean, this was a, it was a budgeted project, but if we can charge it back to the capital improvement bonds, that's fine too. We can check and make sure that there is no issue with that.

A motion was made by John Street, seconded by Brian Emison, that this matter be Recommended to Council. The motion PASSED with the following vote.

Aye: 5 - Charles Coleman; David McClain; John Street; Ann Williams and Brian Emison

Absent: 1 - Anthony Coleman

[RES-26:013](#)

RESOLUTION EXPRESSING THE WILLINGNESS OF THE CITY OF JONESBORO TO SUBMIT AN APPLICATION TO THE U.S. DEPARTMENT OF TRANSPORTATION FOR THE FY2026 BETTER UTILIZING INVESTMENTS TO LEVERAGE DEVELOPMENT (BUILD) GRANT

Attachments: [BUILD_Map.pdf](#)

Grants Director Chris Richey approached the podium and said, I can give a brief description of what we are talking about here if you want. So this is, you know, in years past, I guess the last couple years it's been the RAISE grant and it's gone back to be called the BUILD grant now. The RAISE grant was the Rebuilding American Infrastructure with Sustainability Equity, and this administration has gone back to BUILD, which is Better Utilizing Investments to Leverage Development. And I think the last couple of years, the application has been for trails that would connect Brookland and Paragould and here. And after we got the notice of funding opportunity, it was released, I believe, 5 o'clock the day before Thanksgiving is when that came out. And when we got that, and we read through that application, I mean, the first thing that stood out was that nowhere in that notice was the word trails. And so it's definitely a shift in priorities. There was an emphasis on vehicular capacity, building vehicle capacity, and things like that. And so we, and also in being able to tie in to existing investments or maybe even completing a project. So we started looking for something that we could tie into larger investments. And, then also, where there was a need, especially to help with traffic and then also with pedestrians with them being able to be out of the flow of traffic. And so that's how we came up with this intersection there at Race and Caraway, which leads to the new Ridge Complex. So we've got this investment that the city is making there, making a large investment there. There's a lot of traffic that goes through that intersection. And so when you're going to have events there and you're going to have tournaments and all those things, it's going to just increase that traffic. And so being able to put work into that intersection, you know, to help that and then also the pedestrian accommodations, and then being able to take it over I-555, which we talked with the Highway Department, the Department of Transportation, about being able to do pedestrian accommodations across the overpass and then connect with South Caraway, and that allows us to connect it with the investments the city's making in South Caraway. So there's an investment of \$5.5 million or so with South Caraway, and then we're going to connect that to North Caraway, over the overpass, to this intersection there at Race and Caraway, and have pedestrian accommodations. And so that just allows us to, we're making an investment. The city's making an investment in this complex and also in South Caraway. The state is making an investment in the things that they are doing on I-555. And so we can tag onto that to try and strengthen our application to be able to get this grant. And, you know, we think it's a, I mean, it's taken a lot of work in the last couple months to try and figure out, you know, it was kind of like nailing Jello to the wall, as our grant writer Mark said a few times as we were working through this process and Craig and his department really helped us get the information we need to be able to...

We think we were able to put together a strong proposal, strong application, that reflects the priorities of the current Department of Transportation. So that's what we went for.

Chairman Joe Hafner said, thanks for all your work on this. Mr. Richey said, sure. Chairman Hafner continued, it'd be great to get it. Councilmember David McClain said, just wanted to make sure I'm understanding, and I'm looking at it correct. Can you email us this diagram? Mr. Richey said, I think so, yeah. Councilmember McClain continued, okay, just so I can see. Mr. Richey said, now, north is going to be... Councilmember McClain said, north is to the right. Mr. Richey continued, yeah, north will be to your right. Councilmember McClain said, and then to the left, I'll see all the red lines. Mr. Richey said, yes. Councilmember McClain continued, are those, explain to me, is that sidewalk, side path? Mr. Richey asked, which one is side path? Councilmember McClain said, the red from what I see. Blue is sidewalk. Mr. Richey said, the red is the side path, yeah. Councilmember McClain said, now I can see it. And then yellow, what is yellow? Is that anything? The yellow section down by Higginbotham Creek. You see that going all the way down to the storage units? Or is it...? Engineering Director Craig Light said, that's just the center lines of the road. So you can see the multi-line roadway. So the yellow is the yellow lines, making it five lanes down to three lanes. Councilmember McClain said, this doesn't even go there. This is actually... this actually goes to, what, Parker Road or Phillips? Mr. Richey replied, that's showing what the city's already going to do, South Caraway, yes. Councilmember McClain said, gotcha, gotcha, gotcha. So we're actually just, I'm just, I should be looking at Parker Road going north to Race Street going west, correct? Mr. Richey said, yes, I believe so, yes. Chairman Hafner said, yes. Councilmember McClain said, there we go. Zoom in for me. Mr. Richey joked, there we go. There you go. Councilmember McClain continued, all right. Okay. Mr. Richey said, yeah, that's right. And then so we're going the other way. So scroll the other way. There we go. Yep, there it is. Councilmember McClain said, alright, then Race Street, and Caraway, got it. And making improvements there on Phillips Drive. So it's Phillips Drive and Caraway, Race Street, Caraway. Mr. Richey said, yes. Councilmember McClain said, okay, and going all the way up to Highland, that's good. Mr. Richey said, yeah, and the Highway Department, or Department of Transportation now, I still want to call them the Highway Department, I mean we've talked to them, and they're going to work with us on Right-of-Way and different things to be able to get those pedestrian accommodations done. So that's a big deal for them to allow us to do it across that overpass.

Councilmember McClain asked, Caraway is a state highway, correct? Chairman Hafner said, no, it is not. Mr. Richey said, no. Chairman Hafner said, Harrisburg/Red Wolf. Mr. Richey continued, but that overpass going over I-555, that's them letting us put pedestrian accommodations there. Councilmember McClain said, alright, thank you. Mr. Richey replied, yeah, sure. Chief Administrative Officer Brian Richardson approached the podium and said, some of the comments I made earlier today, the Grants Department and the Engineering Department refuse to brag on themselves, but to be able to turn around from a notice of funding the day before Thanksgiving to completing this project, and doing all the research involved, is a pretty Herculean task when you are putting together a BUILD grant or a RAISE grant. It's really data driven, and I'd just like to thank them for all their hard work and that staff. There's lot of research that goes into it, and thankfully, we had a lot of traffic studies related to the Ridge Athletics Center that we were able to kind of piggyback off of, but, you know, there's a lot of work that's went into this, and, you know, at the end of the day, we're improving intersections or identifying already performing below optimal preferences. So, you know, if we're able to get this, I think that between the work the city's doing south of the interstate and combine this with north of the interstate, we're really

preparing Caraway Road for kind of a revitalization and a redevelopment of a lot of properties that are still undeveloped. And I think that investment in the core of our city and between that and the Ridge Athletic Center will really pay good dividends for a long time.

Councilmember Ann Williams remarked, well, I like the fact that the pedestrian accommodation are coming in at this point, rather than after the fact, because we've done that, and later having the northern, more northern part of Caraway, later was without sidewalks for a long time, and after the fact, after some time finally got sidewalks there. And so it's good to have it early on in the early stages. Mr. Richardson said, yeah, certainly, over the years, lack of pedestrian infrastructure on Caraway Road is a very common complaint, and I think that the City Council, the administration, and all the departments were working to go to help fund a big chunk of that and hopefully this gets us all the way to Highland Drive. Councilmember Williams continued, because we finally, with Caraway, finally, accomplished it using grants for public transportation for JETS because of the stops there on Caraway, using some of that for capital improvement, but that shows how long Caraway and that portion of Caraway was without sidewalks, a long time. Mr. Richardson said, infrastructure is expensive. Councilmember Williams said, it is. Mr. Richardson said, this will be a great boost to that.

A motion was made by John Street, seconded by Brian Emison, that this matter be Recommended to Council. The motion PASSED with the following vote.

Aye: 5 - Charles Coleman;David McClain;John Street;Ann Williams and Brian Emison

Absent: 1 - Anthony Coleman

[RES-26:015](#)

RESOLUTION BY THE CITY COUNCIL OF THE CITY OF JONESBORO, ARKANSAS, TO PLACE A MUNICIPAL LIEN ON PROPERTY LOCATED AT 2404 BRAZOS, PARCEL 01-144281-29400, OWNED BY KINGDOM ASSETS, LLC IN THE AMOUNT OF \$275

Attachments: [01. 2404 Brazos St Notice of Violation.pdf](#)
 [02. 2404 Brazos Billing Request.pdf](#)
 [03. 2404 BRAZOS ,Mowing Invoice.pdf](#)
 [04. 2404 Brazos Council Notice.pdf](#)

A motion was made by John Street, seconded by Brian Emison, that this matter be Recommended to Council. The motion PASSED with the following vote.

Aye: 5 - Charles Coleman;David McClain;John Street;Ann Williams and Brian Emison

Absent: 1 - Anthony Coleman

5. PENDING ITEMS

6. OTHER BUSINESS

7. PUBLIC COMMENTS

8. ADJOURNMENT

A motion was made by John Street, seconded by Brian Emison, that this matter be Adjourned. The motion PASSED with the following vote.

Aye: 5 - Charles Coleman;David McClain;John Street;Ann Williams and Brian Emison

Absent: 1 - Anthony Coleman